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**LIMITED,**  
**THE HONGKONG DISPENSARY.**

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WINE SHIPPERS SINCE 1815.  
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FAMOUS  
**KILMARNOCK WHISKY.**

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This World-renowned  
FINE OLD HIGHLAND WHISKY,  
Sole Shippers - CUTLER, PALMER & CO.  
is obtainable in Hongkong of their Agents,  
**SIEMSEN & CO.**  
Hongkong, 1st January, 1901. [4]

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**Price \$10.75 PER DOZEN**

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**SPECIAL BLEND WHISKY**

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12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 10 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 2.30 p.m. ... Every 15 minutes.  
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11.00 a.m. to 1.00 p.m. ... Every 10 minutes.  
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SPECIAL CABS by arrangement at the  
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Hongkong, at April, 1901.

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**MCKIRDY & CO**  
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HONGKONG, 4th April 1901.

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General Exporters of  
**AMINEED AND CASSIA OILS,**  
&c. &c. Stock always on Hand.  
An Inspection is Respectfully Solicited.  
Note—We beg to announce the  
Sale of all kinds of Curious at Moderate Prices.  
1 & 3, D'ARVILLE STREET,  
(Behind Hongkong Dispensary)  
Hongkong, 18th April, 1901.

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ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
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The following are some of their Stocks with the undersigned —  
**SUPERB OLD COGNAC, C.P. & Co.'s 'INVALIDS' PORT**  
**\$22.50 PER DOZ. \$20 PER DOZ.**  
This fine Wine is old, soft, and of grand flavour  
See analysis and certificate by Professor Cassell  
Distinguished by 4 Stars on the label.

**NOTHER FINE COGNAC, \$16.75 per doz.**  
 Less old than the above.  


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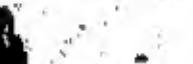

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<p><b>BLEND WHISKY.</b></p> <p><b>\$10.75 PER DOZ.</b></p> <p>Very soft, palatable, and mature.</p>	<p><b>BENEDICTINE LIQUEUR—</b></p> <p><b>D.O.M.,</b></p> <p><b>\$39.75 PER DOZ.</b></p>
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**TONIC WATER.**      **LEMON SQUEEZE.**

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Freshness guaranteed.  
WINE and SPIRITS of Best Quality only.  
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AYALAS CHAMPAGNE, Red Seal PORT, House of Commons and Buchanan  
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MANAGERS FOR  
Hongkong and China STEAM BAKERY.  
English, French, Twisted, GOTTAGE and WHEATEN BREAD.  
CAKES Freshly made daily.  
BISCUITS of all kinds.  
WEDDING CAKES & special  
N.B.—All Bread made from the Choicest Bakers Extra Flour. Bakery in  
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"Woman in Grey" .....	\$1.50 &	2.00
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**WILLIAM MACLEOD, D.D.S.,**  
**DENTIST,**  
**BEACONFIELD ARCADE,**  
**(Opposite Hongkong & Shanghai Bank.)**  
**Hongkong, 10th November, 1900.** [278]

<p><b>ROBINSON PIANO</b> <b>CO., LIMITED.</b></p>	<p>efforts to stamp out plagia, is determin- rigorously prosecutes any owner in default the above named date.</p>
<p>Best Value in <b>PIANOS.</b> Monthly Payment System. <b>TUNING.</b> <b>REPAIRS.</b> Our Speciality.</p>	<p>The Central Division of the City lies be- Garden Road on the East, and Morrison and East Street on the West. The W. Division of Kowloon is all that part of Kowloon Peninsula to the West of Rob- Road and includes Tsim Sha Tsui, Yau Ma Mong Kok Tsui, Tai Kok Tsui and Shan- Po.</p> <p>By Order of the Board. G. A. WOODCOCK Acting Secretary</p> <p>Sanitary Board Office, 1st April, 1901.</p>

Hongkong, 14th March, 1901. 4270

**NOTICE**

**TO AMATEUR PHOTOGRAPHERS.**

**MEE CHEUNG**

**BEGS** to notify his many Customers that in order to meet the demands of **AMATEUR PHOTOGRAPHERS** he will open a **NEW DEPARTMENT** on 2nd April, 1901, which will be devoted exclusively to their interests. Two skilled operators in constant attendance.

Developing and Printing in all Branches executed with care and promptness. Hand Cameras repaired at special prices. Enlargements refilled. All kinds of repairs to apparatus undertaken. Prices very Moderate.

**OFFICE** in Corridor of **HONGKONG HOTEL**, where there are 2 Dark Rooms always at the disposal of Patrons Free of Cost. Hongkong, 1st April, 1901. [941]

**NOTICE** is hereby given that **MEE CHEUNG & CO.** LIMITED, of 9, Fenchurch Avenue, 1, England, and 21, Lombard Rue des Antwerp, Belgium, Manufacturers of Company's Extract of Meat and Manufacturers of Shippers and Importers of South A Produce, have, on the 13th day of Feb 1901, applied for the registration in Hongkong in the Register of **TRADE MARKS** following **TRADE MARK**—

**OXO**

in the name of **LIEBIG'S EXTRA MEAT COMPANY, LIMITED**, who be the Proprietors thereof.

The **TRADE MARK** has been used Applicant in respect of Fluid Beef in Date the 23rd day of February, 1900.

J. F. REECE,  
62, Queen's Road Central,  
Victoria, Hongkong  
Solicitor for the Applicant.

588

**BAILEY & MURPH**

**AMERICAN MACHINERY.**

**WE HAVE OPENED A MACHINERY**  
DEPARTMENT, and are prepared  
to furnish Prices, &c. on STEAM ENGINES,  
GAS and OIL ENGINES, BOILERS,  
PUMPS, LATHES, DRILL PRESSES,  
PLANERS, PNEUMATIC TOOLS, WOOD  
WORKING MACHINERY, HOISTING  
MACHINERY, SAW MILLS, MACHI-  
NIST'S SMALL TOOLS, BUILDER'S  
HARDWARE, &c.  
Made in America (U.S.A.)  
Prices quoted f.o.b. New York, or *o.f.f.*  
Hongkong.

**BEUTER, BROCKELMANN & CO.,**  
Hongkong.

Hongkong, 3rd December, 1900

7125

**SURVEYORS,**  
60 & 62, DES VŒUX ROAD.

Telephone No. 187. Telegrams "C"  
W. S. BAILEY, M.I. MECH. E.  
E. O. MURPHY, WM. SC. A.M.I.  
Hongkong, 4th January, 1901.

**HOTEL**

**"BOA VISTA" HO**  
**MACAO.**

**NOTICE.**  
**TO THE PUBLIC AND OFFICERS OF SHIPS.**  
 When in MOJI, go to  
 THE AMERICAN HOUSE.  
 Where good European Accommodation can  
 be obtained at Yen 3 per day.  
 Address:—NIGHT HONGKACHI, ITCHOME.  
 Moji, 17th January, 1901.

**INTIMATION**

GOLD MEDAL PARIS 1875 1889.

Highest Quality  
and having Greatest  
Durability, are there-  
fore, **CHEAPEST.**

**JOSEPH GILLOTT'S**

The Only  
Awarded

Chicago, 1883

NUMBERS FOR VESTIBULAR.

Barrel Pens, 225, 262, 263

Ship Pens, 332, 000, 287, 186,  
404, 7,000.

In Fine, Medium, and Broad  
Points

**THE NEW TURNED UP POINT. [261]**

**HONGKONG HOTEL**

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing—Mains on every floor

CHARGES MODERATE.

THE  
**PEAK HOTEL.**  
City Office: 7, Daddell Street. 1905

**P** **PLUNKET'S GAP,** The PEAK, near the  
Tram Terminus.  
Tel. 58.  
For Terms, apply to the **MANAGER.**

THE WAVERLEY HOTEL.  
ICE HOUSE STREET, HONGKONG.  
A  
FIRST-CLASS PRIVATE HOTEL

Handsomely Furnished and Exceeding  
Spacious Rooms.  
Very MODERATE TERMS to FAM  
LIES by the DAY or MONTH.

**A** FIRST CLASS HOTEL of 46 Rooms, elegantly furnished.  
The Hotel is situated near all the Banks & Principal Offices in the Colony.  
Special Attention paid to the Comfort of Guests.  
Cuisine excellent; under Experienced Management.  
Terms Moderate.

**A. FONSECA,**  
Manager.

**KOWLOON HOTEL**

**THIS HOTEL** is situated in a good position, and is well known for its excellent service and comfortable accommodation. It is a popular resort for both tourists and business travelers. The hotel is located in the heart of the city, and is easily accessible by public transport. It offers a wide range of facilities, including a swimming pool, a tennis court, and a restaurant. The rooms are spacious and well-furnished, and the service is attentive and efficient. The hotel is a great choice for anyone looking for a comfortable and convenient stay in Kowloon.

banes of the City, and surrounded by a deli-  
cious Garden, it is an ideal place of Resi-  
dence. The building stands on an eminence, giving  
a magnificent view of the Harbour and  
City of Victoria. It is within easy access  
of the Kowloon Wharves, where the principal  
Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
kong.

Howling Alleys and Billiards.  
The Cuisine is Excellent.

J. W. OSBORNE, J. H. DOWN  
Proprietor, Manager.

Hongkong, 8th September, 1909.

MECH. E.  
[13]

**EL;** ment is pleasantly situated in the  
of PRAYA GRANDE, facing south, with  
charming view of the sea on the front.  
comfortable and well furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
**L. HING KEE, Proprietor.**  
Telegraphic address "HINGKEE"

GREEN ISLAND CEMENT CO. LTD.  
**PORTLAND CEMENT.**  
 \$5.00 per Cask of 375 lbs. net ex Factory  
 \$3.40 per Bag of 250 lbs.  
**SHEWAN, TOMES & CO.**  
 General Managers  
 Hongkong, 2nd July, 1900.



## INTIMATION.

**A. S. WATSON & CO.,**  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

**SCOTCH WHISKY.**

Per doz. Case

A.—THORNE'S BLEND... \$10.80

B.—GLENOROHY, MELLOW

BLEND, a fine 'Soda'

Whisky of great age... 10.80

C.—ABERLOUR-GLENLIVET 12.00

D.—H.K.D. BLEND of the Finest

Old Malt Scotch Whiskies 14.40

E.—WATSON'S SPECIALITY

VERY OLD LIQUEUR

SCOTCH WHISKY... \$15.00

of superb quality and great

age. Pronounced by all

connoisseurs to be the BEST

BRAND in the FAR

EAST.

**A. S. WATSON & CO.,**  
LIMITED.

THE HONGKONG DISPENSARY.

## DEATHS.

At St. John's Lodge, Malacca, on the 12th April, **Mrs. MARGARET NEUBORNER**, widow of the late Louis NEUBORNER, aged 73 years.  
In India, on the 18th March, **Edwin McFARLANE MITCHELL**, only son of the late Lieut.-Colonel Sir Charles Bullen Hugh MITCHELL, R.M., L.I., G.C.M.G., recent Governor of the Straits Settlements, aged 37 years.

**The Daily Press.**

HONGKONG OFFICE: 14, DES VŒUX ROAD, CL.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 23rd April, 1901

Sir Alfred Milner's despatch of the 6th February, made public by the issue of the new Blue-book on South Africa, is likely to create some surprise owing to its tone, as revealed by the brief telegraphic report received in this Colony on Saturday. Sir Alfred Milner says of the situation that it is useless to deny that the last half-year has been a period of retrogression, both materially and morally. The High Commissioner is of course in a position to form a judgment which we with our comparatively scanty news from South Africa cannot question and which even the home public, who receive plentiful telegraphic information but not all the facts, cannot reject. Nevertheless what news has reached us of military operations in South Africa certainly does not point to a material retrogression. The marauding bands are smaller than ever before, the Boers are practically without guns, and they have to rely now entirely upon rapid dashes on isolated outposts and what few sections of railway lines they can approach. Even train-wrecking is reported entirely at an end in the Eastern Transvaal since Sir Bindon Blood took command there. It is true that Cape Colony has suffered from further unwelcome incursions on a small scale, but as far as we know the results have been small. The significance of such raids must be minimised, inasmuch as they indicate the continued vitality of the guerilla cause, and as long as they are not prevented rapid progress in the work of stamping out the remains of the war is not possible. But there was never any reason to think that this work would be easily or quickly accomplished. The irreconcilables are determined to let their hostility to Great Britain cost their fellow-countrymen what it will. Moreover many of them have put themselves outside the pale of civilisation. The problem of what to do with them is one of the most difficult which now confront our representatives in South Africa. The question of Dr. War's disposal itself is momentous.

With all the admiration which may be felt for his attachment to his former country and for his distinguished military career, he has been shown guilty of unimpeachable loyalty of cold-blooded murder in the case of at least one Dutch peace envoy. This is as if Mr. W. T. Stead were to go out to South Africa, to continue his campaign and were to be shot by Lord Kitchener's orders. Dr. War's apologists are wisely silent on this point. According to Boer account Dr. War has threatened to have shot any of his own generals publicly advising a termination of the war. In the circumstances, unless the Commandant is killed in battle (which is a home contemporary hopes for as the most honourable ending to his career) it is hard to see what can be done with him. Perhaps a convenient Dutch vessel might be induced to smuggle him away, after the fashion of Mr. Kaizer's flight. But it would doubtless await him, but we doubt whether so stern a fighter would relish clapping of the kind which the Transvaal president endured. Other Boer leaders are in a similar position. The papers by last mail bring details of the "execution" of four Englishmen (former Transvaal subjects, it is true) at Wolmaranstad on the 9th ult., with the full consent of Commandants Smuts and De la Rey. Their crime was refusal to fight against the British troops. Such acts as these murders may perhaps be looked on as part of the moral retrogression of the past half-year. They certainly introduce a new horror into the warfare.

The failure of the peace negotiations is by some looked upon as a serious blow, but the anticipation of a successful termination to them was chimerical in the extreme. Hopes were entertained about Commandant Botha's reasonableness, but he is not the most representative man among the guerilla chiefs. The latter for the most part cling to the fantastic notion that Boer independence will still be granted by Britain. This idea of course removes all basis for negotiations. No sane burgher dreams any more of this. The Times special correspondent writing from Koomspruit on the 18th ult. said:—"The more enlightened burghers state that as long as a few fanatical leaders keep the field they will find a following of by-ones and poor Boers, who live better now by theft under the guise of a patriotic war than they would if they were working for their keep as farm labourers. The majority of the men in the field either belong to this class or are colonial rebels." Such men, it is to be feared, can only be disposed of by capture or death. The most hopeful point in the situation is that they have alienated all the best of their former brothers in arms and their sympathies in the old British colonies in South Africa. We trust that it will be found that Sir Alfred Milner has dwelt too much on the disheartening elements of the situation. The great embitterment of the struggle is not to be denied, but we have before us no testimony directly supporting the almost despairing statement attributed to Sir Alfred Milner; nor, it must be remembered, have we the context of the remark in his despatch.

During the 48 hours ending at noon yesterday there were reported 18 fresh cases of plague and 10 deaths (all Chinese); and one case of small pox, with one death (Chinese).

The P. & O. steamer *Ballaarat* left Singapore for this port on the 21st inst., at noon with the outward English mails, and is due here on the 28th inst. at about noon.

The visitors to the City Hall Library and Museum last week included 438 non-Chinese and 135 Chinese to the former institution and 170 non-Chinese and 2,052 Chinese to the latter.

On Sunday night the British hospital-ship *Qualtor* left for Shanghai and the U.S. gunboat *Luzon* for Port Townsend. H.M.S. *Lizard* left yesterday for Hoihow and the U.S. gunboat *Yorktown* for Manila.

The following were yesterday's results in the lawn tennis tournaments of the H.K.C.C. Championship—A. Humphreys beat H. W. Slade (7-5, 6-1, 6-2). B. de la Hay beat J. B. Slade (7-5, 6-1, 6-2). F. D. Bain beat J. Hooper (6-2, 6-2, 7-5, 6-1). The following fixtures have been arranged for to-day, at 4.30 p.m.—Burnie v. Gerrard, Libaux v. Rouse, Shelle v. De Castro, Barrett and Yeats v. Trimmingham and Hollingsworth, Cox and Mackay v. A. and H. Humphreys, Cowie and Tulloch v. Fitzgibbon and Slade.

A free concert will be given to soldiers and sailors this evening in the Kowloon Institute, under the auspices of the Missions to Seamen, by members of St. John's Cathedral Choir. An attractive programme has been arranged and those who will sing are Mrs. Lawson, Miss Chanvut, Miss Leykun, Messrs. G. E. Lammer, C. W. Marshall, W. J. Terrell, A. Cunningham, L. Lammer, G. W. Coster, and Masters E. and W. Hagen. Miss King and Miss Chanvut will render pianoforte duets. The concert will probably be repeated next week for the public, the proceeds to go to the Mission.

The Straits Times understands that there is more trouble at Brunei, where recent disturbances were thought to have been satisfactorily settled down.

We hear on good authority that a Chinese syndicate is in course of formation to develop the trade between Formosa and the Northern Chinese ports and Japan.

Three heavily-laden schooners have been chartered at Port Townsend with lumber for Hongkong. These vessels will carry between them over 15,000 tons of cargo, and are stated to be the finest class of American fore-and-afters on the Pacific Coast.

Eight steamers, each of 8,000 tons, with an average speed of 11 knots, will form the Hansa line proposed to run between Calcutta and New York. On the outward journey they will call at the Cape, returning via the Suez Canal.

At the meeting of the Singapore Legislative Council on Tuesday, 30th inst., the motion comes forward for the voting of a further sum of \$10,000 for the expenses in connection with the reception of their Royal Highnesses, the Duke and Duchess of Cornwall and York.

The Straits Government has provisionally recognised Mr. O. F. Williams as Consul-General for the United States of America at Singapore, pending the arrival of His Majesty's exequatur. Mr. Williams reported his arrival and assumed the duties of his appointment on the 10th instant.

At the Theatre Royal last night *The Gay Lord Quex* was repeated and again met with an enthusiastic reception. To-night Henry Arthur Jones's successful play, *The Mendicant of Jene*, will be staged for the first time in Hongkong. We anticipate another triumph for this talented company.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

Hongkong and Whampoa Dock Co., Ltd. \$20  
Hon. C. P. Chater, C.M.G. 25  
Sidney Hancock 20  
Grossmann & Co. 10  
E. G. Morris 5

The law-suits against the Hon. E. B. Bellios at the instance of the Bank of China and Japan, Ltd., in respect of which Mr. Bellios was formally arrested a few hours before his departure for Europe pending the deposit of a sum sufficient to cover the amounts sued for, will, we understand, in all probability be settled out of Court. The claims arose, it will be remembered, out of the action brought by Mr. Bellios against the Bank, in which he was unsuccessful.

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The Straits Times understands that there is more trouble at Brunei, where recent disturbances were thought to have been satisfactorily settled down.

We hear on good authority that a Chinese syndicate is in course of formation to develop the trade between Formosa and the Northern Chinese ports and Japan.

Three heavily-laden schooners have been chartered at Port Townsend with lumber for Hongkong. These vessels will carry between them over 15,000 tons of cargo, and are stated to be the finest class of American fore-and-afters on the Pacific Coast.

Eight steamers, each of 8,000 tons, with an average speed of 11 knots, will form the Hansa line proposed to run between Calcutta and New York. On the outward journey they will call at the Cape, returning via the Suez Canal.

At the meeting of the Singapore Legislative Council on Tuesday, 30th inst., the motion comes forward for the voting of a further sum of \$10,000 for the expenses in connection with the reception of their Royal Highnesses, the Duke and Duchess of Cornwall and York.

The Straits Government has provisionally recognised Mr. O. F. Williams as Consul-General for the United States of America at Singapore, pending the arrival of His Majesty's exequatur. Mr. Williams reported his arrival and assumed the duties of his appointment on the 10th instant.

At the Theatre Royal last night *The Gay Lord Quex* was repeated and again met with an enthusiastic reception. To-night Henry Arthur Jones's successful play, *The Mendicant of Jene*, will be staged for the first time in Hongkong. We anticipate another triumph for this talented company.

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(FROM OUR CORRESPONDENTS.)

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## NEW ADVERTISEMENTS

**OLD IRON.**—A Gentleman who thoroughly understands the Old Iron trade in England having been constantly engaged in same for about 18 years, shipping to China, through the various London and other Merchants, can command the control of large Parcels, of all descriptions, is open for an ENGAGEMENT, either to act in England or otherwise, for a responsible House. Highest references. Good Salary required. Address in first instance—P.O. 44, c/o R. J. BARRETT, 10, Old Broad Street, London, England. [18]

HALL &amp; HOLTZ LIMITED.

**THE NINTH ORDINARY GENERAL MEETING OF SHAREHOLDERS** will be held at the Company's premises, Nanking Road, on TUESDAY, April 30th, at 11 O'CLOCK A.M., when the Report and Accounts for the year ended 28th February, 1901, will be presented. The TRANSFER BOOKS will be CLOSED from the 25th to 30th April, inclusive. By Order of the Directors. E. PALMER, Secretary. [184]

Shanghai, 12th April, 1901.

THE HONGKONG STEAM WATER ROAT CO. LIMITED.

## NOTICE TO SHAREHOLDERS.

**AN INTERIM DIVIDEND** of 12% per Annum (Thirty Cents per Share) for Six months from 1st October, 1900, to 31st March, 1901, has been declared. DIVIDEND WARRANTS will be issued and posted on and after THURSDAY, the 25th instant. The TRANSFER BOOKS will be CLOSED for Registration of Shares from the 24th to the 27th instant, both days inclusive. By Order. J. W. KEW, Manager. [1088]

Hongkong, 23rd April, 1901.

## PUBLIC AUCTION.

**THE** Undersigned have received instructions from S. DOUGLAS HICKIE, Esq., to sell by Public Auction (on WEDNESDAY), the 24th April, 1901, at 11 A.M., at their Sales Rooms, Ice House Street, **SUNDRY HOUSEHOLD FURNITURE**, comprising—

TEAKWOOD WARDROBES with GLASS DOORS, MARBLE TOP WASHSTANDS, TOILET TABLES, VIENNA CHAIRS, TEAKWOOD OVERMANTLES with BEVELLED GLASS, IRON BEDSTEAD with WIRE MATTRESS, &c., &c. Terms—As usual. HUGHES & HOUGH, Auctioneers. [1087]

Hongkong, 23rd April, 1901.

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to sell by Public Auction, on SATURDAY, the 27th April, 1901, at 2.45 P.M., at No. 3, "LYCEUM VILLAS," Kowloon, the Residence of W. G. STACKWOOD, Esq.,

A QUANTITY OF **HOUSEHOLD FURNITURE** (Particulars in Catalogue). Terms—Cash on delivery. On View from Friday, 27th April, 1901. GEO. P. LAMBERT, Auctioneer. [1090]

Hongkong, 23rd April, 1901.

## IN THE SUPREME COURT OF HONGKONG.

In the Matter of the Estate of JAMES FOWLER, Late of Victoria, Hongkong, Master Mariner, Deceased.

**NOTICE** is hereby given that the Court has by virtue of Section 58 of Ordinance No. 3 of 1897, made an Order limiting to the 1st day of August, 1901, for sending in Claims against the above Estate. All Creditors are hereby required to send their Claims to the Undersigned before the said Date. Dated this 22nd day of April, 1901. J. W. NORTON-KYSHE, Official Administrator. [1086]

Hongkong, 23rd April, 1901.

## FOR SHANGHAI AND CHINGKIANG.

**THE** Steamship "ELITA NOSSACK," Captain Bruhn, will be despatched as above on THURSDAY, the 25th inst., at 4 P.M. For Freight, apply to EAST ASIATIC TRADING CO., Ltd., Agents. Hongkong, 23rd April, 1901. [1089]

Hongkong, 23rd April, 1901.

## NOW READY.

## POLITICAL OBSTACLES

## TO

## MISSIONARY SUCCESS

## IN CHINA.

## A LECTURE

## BY

## ALEXANDER MICHIE.

## AUTHOR OF

## "THE ENGLISHMAN IN CHINA."

## "THE SIBERIAN OVERLAND ROUTE," &amp;c.

## PRICE 25 CENTS CASH

## On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents.

## Hongkong, 20th April, 1901. [1072]

## ENTERTAINMENTS

## THEATRE ROYAL

## CITY HALL HONGKONG.

## UNDER the Direction of Mr. ROBERT BROTHER.

## Representative—MR. ALLAN HAMILTON.

## TO-NIGHT (TUESDAY), APRIL 23rd.

## THE

## BROUGH COMEDY CO.

## BROUGH COMEDY CO.

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## TO-NIGHT (TUESDAY), April 23rd.

## TO-NIGHT (TUESDAY) &amp; TO-MORROW (WEDNESDAY), April 23rd and 24th.

## FIRST PRODUCTION IN HONGKONG OF THE

## "MANOEUVRES OF JANE"

## "MANOEUVRES OF JANE"

## "MANOEUVRES OF JANE"

## A Comedy in Four Acts, by HENRY ARTHUR JONES.

## THURSDAY AND FRIDAY

## April 25th and 26th.

## THE

## "ADVENTURE OF LADY URSULA"

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## A Comedy in Four Acts, by ANTHONY HOPE.

## SATURDAY AND MONDAY

## April 27th and 28th.

## THE

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Hongkong, 20th September, 1900. [869]

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Mechanics engaged, Estimates given at any rate, of the interests of all the "civilized Powers, to the accumulation and centralization of a force at Peking which has been the object of the European Powers, and the movement of the seat of government from that ancient capital. It is very difficult to speak of what has occurred without feeling the indignation that has justly been aroused in every place by the atrocities—the inhuman and horrible atrocities—that were the signal and the outcome of that terrible state of feeling against Europeans. We cannot, however, overlook the fact that the chief parties interested and who lost themselves more than any other section of the Chinese community, were the officials, the better-to-do Chinese, and not the poor ignorant and helpless creatures that abound in China, and are ready for anything that may occur. Therefore we have to consider in this matter the punishment that has properly to be imposed upon them. I think, seeing the class that were the culprits, it is to that class as far as possible that we should restrict the severest punishment that can possibly be made to follow upon the footsteps of their crime. Although it is an extreme measure to insist upon capital punishment in these matters, I think it would be a mistake to do it in very large numbers—still those who are really and unquestionably guilty ought not to be allowed to escape—(hear, hear)—if the civilized Powers of the world are to express the strength of their abhorrence of the deeds done by China, and obtain for the future the security of foreigners. It is those, however, who are the real culprits, and not those who have been moved or less innocent accomplices, that ought to be punished, and I hope that punishment of the severest character will reach them. In connection with punishment, we are to consider actually the limit of it. Unquestionably what has occurred in the flight of the Emperor and the Government cannot but affect the country in the most serious manner, and we should endeavour, if possible, to get the Government back to Peking. But it must come back on our terms. The Court must, so far as possible, and so far as we demand it, give the satisfaction to us that we have asked for. Then I think that everything should be done to induce the return of authority to Peking and the re-establishment of government there. In the event of the Government not being re-established in the present form, there will be anarchy, rebellion, and trouble throughout the Empire. Undoubtedly we ought to be thankful and give every credit to the great Viceroy of South and Central China who have been faithful to their duty. We should, I think, on all occasions acknowledge our obligations to them—(applause)—and I believe that they may for some time continue to preserve order, but if the central authority in the country is destroyed, if it cannot return to exercise its functions, I am afraid that we may see such a break-up of China as to lead to what we may deem it possible to avoid the disruption and possible partition of the country. Now we have to consider in connection with what has occurred the indemnity that should be provided. I do hope that all the nations that are interested in China, and who have taken part in what has been the movement for the redress of a great wrong, will moderate their claim to what we may term out-of-pocket expenses. (Hear, hear.) I should regret to see an indemnity imposed upon China of a punitive character. What has occurred requires that other punishment to which I have referred, and not a pecuniary reward to that which has taken place. I think, therefore, that as I have said, the indemnity should be limited to out-of-pocket expenses and to the reimbursement of those who have suffered loss. The nationals of all countries ought certainly to have returned to them the value of what they have lost and nothing more—in a word, that it should be a strict account. If China is treated in this way I believe that China has resources beyond all doubt by which it can meet such claims. In that event we should not impose on the workers in the busy hive of industries that are in China. We ought not to impose on them a heavy charge to carry the weight of their own rulers. (Hear, hear.) Then again I have seen it stated, and perhaps, what I am going to say is rather my own opinion than the general feeling—that it is intended in Peking to have a fort and a special area set apart. There is, I think, no objection to the area, but what I do feel great objection to, and what I think will continue to be a source of trouble so long as it is in existence, is that there should be within Peking, in the very seat of the Empire, a fortified place that can bid defiance to the authorities. My feeling is that it should not take place, but that the same time I do feel most strongly that the forts at Taku should not be handed back to China, that they should be kept in European hands, and that other places of access to China in a similar manner should be retained by Europeans, but not a fortified place in the capital. I believe that that would be a fatal mistake if persisted in. (Hear, hear.) The next point to consider is the relations between the European Powers who are represented at Peking and who have taken part in the recent proceedings. At the present moment we know a feeling of extreme tension exists between our own representatives and the representatives of Russia at Tientsin. On that subject, in information at present does not lead us far enough to be able to pronounce any opinion. We can only hope sincerely that what looks alarming may be more or less what we are accustomed to see in the sensational telegrams transmitted to us from time to time from the Far East.

Mr. Joseph Walton, M.P., said there was no subject that the London Chamber of Commerce could debate of greater importance than the question of upholding the British Empire in the Far East. Out of a total foreign trade of 70,000,000 sterling the British Empire had no less a share than 45,000,000, that is, we did more trade with China than the whole of the nations of the earth put together. But it was not only a question of the trade we did at present with China, for we must remember the fact that that great Empire contained 400,000,000 of people, and that therefore, there were almost unlimited possibilities

of expansion. For instance, if the trade of China were to increase in the next thirty years in the same proportion as the trade of Japan had extended in the same period, it would mean an increase in foreign trade on the part of the Chinese Empire of more than 2,000,000,000 sterling a year. Therefore, if we, as the British Empire, could retain anything like the proportion which we had to-day, it would mean all the difference in the future between prosperity for British trade and bad times. Now the question of maintaining intact for British commerce on equal terms with other nations, in the future as in the past, that great neutral market of China was, he thought, likely to come home to us with greater force in the next three or four years, when we had been enjoying uninterrupted commercial prosperity, for now we seemed to be face to face with a period of commercial depression when we should feel more than ever before the strong competition for the trade in markets where hitherto we had been predominant, of America, Germany, and Japan, and especially in the Far Eastern markets. That should bring home to us the imperative necessity of upholding our just rights and interests in the great neutral market of China. (Applause.)

With regard to the outrages on the part of the Chinese on foreigners, no one condemned them more strongly than he did, but he could not exclude from his mind the collection of the fact that on the part of some of the foreign forces there had been massacres of the Chinese people and outrages of looting which had been anything but a credit to the forces representing Western civilisation. Therefore, he thought that we might well, to some extent at any rate, mitigate our demands for reparation in the shape of the decapitation of Chinese princes and high officials. But there was no question that in the crisis that had recently occurred, and in the settlement that followed that crisis, that we needed to improve upon the Government of the day—and in connection with Chinese affairs in the House of Commons there were men on both sides who were equally anxious to do everything in their power to uphold the rights and interests of the British Empire in China—the importance of preserving China for the Chinese and similarly securing equal opportunity of trading there for all the nations of the earth. (Applause.)

Now the question was with regard to this policy, how far that of the open door—how far has that been successfully carried out up to the present? As they knew the Anglo-Russian Agreement conceded to Russia preferential rights north of the Great Wall of China, the Anglo-German Agreement had extended preferential rights to Germany in the matter of railway construction in Shantung and the Hoangho Valley, and they had heard only the other day from Count von Billow that the recent Anglo-German Agreement did not and was never intended to apply to Manchuria—in fact, the Anglo-German Agreement had given to Russia and Germany, and to all other Powers, the right of giving their subjects the same rights with ourselves in the great Yangtze region, while it had confirmed for Russia north of the Great Wall, and for Germany in Shantung, the preferential rights which the previous agreements had conferred upon them. Therefore, as far as he could gather, the Anglo-German Agreement had gained for us nothing, but given equal rights to other Powers in the region that we for some time believed to be our own particular sphere of influence. With regard to the settlement now in progress, he quite agreed that it would be most unwise to pile up the number of our demands on the Chinese Government. It would cripple the extension and development of trade in China. It was much more to the interests of this great commercial Empire to seek reparation in increased facilities for trade. In connection with any settlement in China we should, for instance, try to get the inland navigation concession carried into practical effect. So far, it had remained a dead letter. But China must have an increased revenue, and if commercial treaties were rearranged and we could have the *lekin* abolished altogether we could well afford to grant a 10 per cent. ad valorem duty on all goods imported into China. But out of that increased revenue, there should come, in his opinion, a proper payment of Chinese officials, not only the payment into the provincial exchequer of China to replace the *lekin* revenue withdrawn from them, but also, he thought, a certain sum should be set apart to be expended for removing obstacles to navigation in inland waterways. That would undoubtedly open up great rivers like the Yangtze and the West River to trade as they had never been before. The situation in China as regarded a settlement seemed to be very gravely affected by the attitude of Russia. It was a grave circumstance that Russia appeared to be advocating behind the back of the Concert of the European Powers, to arrive at a separate agreement with China. They knew that Russia had seized the British railway at Tientsin, but a portion of it had already been handed over again, and he had every reason to believe that the Government were directing attention strenuously to this matter—and that it would be satisfactorily arranged. The incident at Tientsin was deplorable, but at the present moment, however, it was not a subject that could suitably be entered upon. They all hoped that it would be satisfactorily solved. But the question of the new agreement between Russia and the Chinese Government was a separate agreement apart from the other Powers needed the vigilance of the Foreign Office of this country in every possible way. The latest information he had was that Russia had abandoned the obnoxious clauses, but whatever we might have conceded north of the Great Wall of China, it was perfectly clear that those preferential rights ought not to exist south of the Great Wall, and that in connection with the proposed Russian Agreement we ought to seek the assistance and support of the other Powers who are equally interested with ourselves, notably the United States, Germany, and Japan. He did not believe in a policy of aggression. He thought there was room for the trade of all nations in the great Far Eastern Empire of China, and for a good, equitable, and reasonable understanding between the various Powers interested in the trade of that Empire, including Russia, on such lines that they could all have preserved to them in the future, as in the past, equal opportunities for trade there. There was one other point—the necessity for controlling the consular service in this country. (Hear, hear.) He thought that our Consuls in China were disposed to give the main part of their attention to diplomatic and judicial functions, and too small attention to pushing the trade interests of the British Empire. In conclusion, he thought they ought to press upon the British Government the great debt of gratitude we owed to the great Yangtze Viceroy, Lia Kung Yi and Chang Chih-tung. (Applause.)

Captain Percy Smith, who was in Peking during the siege, continued the discussion. Mr. Hemmiker Haxton, M.P., agreed the importance of assisting Sir Edward Sassoon, M.P., and those associated with him in cheapening communication with every part of the British Empire. Professor Douglas expressed the opinion that when things resumed their normal condition in China it would be found that recent events had given an enormous impetus to foreign trade. Sir Marcus Samuel asked whether a fatal

mistake had not been made in touching the Chinese on the very tender point of religion. He believed that the missionaries were looked upon with distrust, not because they preached religion, but because they did not confine themselves to it. Mr. Gundry and other speakers followed.

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## LONDON CHAMBER OF COMMERCE AND THE CHINA QUESTION.

The third monthly dinner of the London Chamber of Commerce of the Session 1900-1901 was held on the 20th ult., the subject for discussion being China. Mr. William Keswick, M.P., who presided, said:—You are aware that the subject we are to consider to-night is China. There is no country at the present time that engages so much attention—none, certainly, that demands more earnest consideration on the part of everyone who has in view the honour of this country, the maintenance of its interests in the East, and the general prosperity of the British Empire. (Hear, hear.) The events of last year have brought into special prominence the internal condition of that country. The terrible atrocities with which the change in the demeanour of the people in China towards foreigners was represented in the terrible trouble that occurred during the summer of last year has led to the occupation of Peking, to the fusion for the time being, at any rate, of the interests of all the "civilized Powers, to the accumulation and centralization of a force at Peking which has been the object of the European Powers, and the movement of the seat of government from that ancient capital. It is very difficult to speak of what has occurred without feeling the indignation that has justly been aroused in every place by the atrocities—the inhuman and horrible atrocities—that were the signal and the outcome of that terrible state of feeling against Europeans. 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The Court must, so far as possible, and so far as we demand it, give the satisfaction to us that we have asked for. Then I think that everything should be done to induce the return of authority to Peking and the re-establishment of government there. In the event of the Government not being re-established in the present form, there will be anarchy, rebellion, and trouble throughout the Empire. Undoubtedly we ought to be thankful and give every credit to the great Viceroy of South and Central China who have been faithful to their duty. We should, I think, on all occasions acknowledge our obligations to them—(applause)—and I believe that they may for some time continue to preserve order, but if the central authority in the country is destroyed, if it cannot return to exercise its functions, I am afraid that we may see such a break-up of China as to lead to what we may deem it possible to avoid the disruption and possible partition of the country. Now we have to consider in connection with what has occurred the indemnity that should be provided. I do hope that all the nations that are interested in China, and who have taken part in what has been the movement for the redress of a great wrong, will moderate their claim to what we may term out-of-pocket expenses. (Hear, hear.) I should regret to see an indemnity imposed upon China of a punitive character. What has occurred requires that other punishment to which I have referred, and not a pecuniary reward to that which has taken place. I think, therefore, that as I have said, the indemnity should be limited to out-of-pocket expenses and to the reimbursement of those who have suffered loss. The nationals of all countries ought certainly to have returned to them the value of what they have lost and nothing more—in a word, that it should be a strict account. If China is treated in this way I believe that China has resources beyond all doubt by which it can meet such claims. In that event we should not impose on the workers in the busy hive of industries that are in China. We ought not to impose on them a heavy charge to carry the weight of their own rulers. (Hear, hear.) Then again I have seen it stated, and perhaps, what I am going to say is rather my own opinion than the general feeling—that it is intended in Peking to have a fort and a special area set apart. There is, I think, no objection to the area, but what I do feel great objection to, and what I think will continue to be a source of trouble so long as it is in existence, is that there should be within Peking, in the very seat of the Empire, a fortified place that can bid defiance to the authorities. My feeling is that it should not take place, but that the same time I do feel most strongly that the forts at Taku should not be handed back to China, that they should be kept in European hands, and that other places of access to China in a similar manner should be retained by Europeans, but not a fortified place in the capital. I believe that that would be a fatal mistake if persisted in. (Hear, hear.) The next point to consider is the relations between the European Powers who are represented at Peking and who have taken part in the recent proceedings. At the present moment we know a feeling of extreme tension exists between our own representatives and the representatives of Russia at Tientsin. On that subject, in information at present does not lead us far enough to be able to pronounce any opinion. We can only hope sincerely that what looks alarming may be more or less what we are accustomed to see in the sensational telegrams transmitted to us from time to time from the Far East.

Mr. Joseph Walton, M.P., said there was no subject that the London Chamber of Commerce could debate of greater importance than the question of upholding the British Empire in the Far East. Out of a total foreign trade of 70,000,000 sterling the British Empire had no less a share than 45,000,000, that is, we did more trade with China than the whole of the nations of the earth put together. But it was not only a question of the trade we did at present with China, for we must remember the fact that that great Empire contained 400,000,000 of people, and that therefore, there were almost unlimited possibilities

of expansion. For instance, if the trade of China were to increase in the next thirty years in the same proportion as the trade of Japan had extended in the same period, it would mean an increase in foreign trade on the part of the Chinese Empire of more than 2,000,000,000 sterling a year. Therefore, if we, as the British Empire, could retain anything like the proportion which we had to-day, it would mean all the difference in the future between prosperity for British trade and bad times. Now the question of maintaining intact for British commerce on equal terms with other nations, in the future as in the past, that great neutral market of China was, he thought, likely to come home to us with greater force in the next three or four years, when we had been enjoying uninterrupted commercial prosperity, for now we seemed to be face to face with a period of commercial depression when we should feel more than ever before the strong competition for the trade in markets where hitherto we had been predominant, of America, Germany, and Japan, and especially in the Far Eastern markets. That should bring home to us the imperative necessity of upholding our just rights and interests in the great neutral market of China. (Applause.)

With regard to the outrages on the part of the Chinese on foreigners, no one condemned them more strongly than he did, but he could not exclude from his mind the collection of the fact that on the part of some of the foreign forces there had been massacres of the Chinese people and outrages of looting which had been anything but a credit to the forces representing Western civilisation. Therefore, he thought that we might well, to some extent at any rate, mitigate our demands for reparation in the shape of the decapitation of Chinese princes and high officials. But there was no question that in the crisis that had recently occurred, and in the settlement that followed that crisis, that we needed to improve upon the Government of the day—and in connection with Chinese affairs in the House of Commons there were men on both sides who were equally anxious to do everything in their power to uphold the rights and interests of the British Empire in China—the importance of preserving China for the Chinese and similarly securing equal opportunity of trading there for all the nations of the earth. (Applause.)

Now the question was with regard to this policy, how far that of the open door—how far has that been successfully carried out up to the present? As they knew the Anglo-Russian Agreement conceded to Russia preferential rights north of the Great Wall of China, the Anglo-German Agreement had extended preferential rights to Germany in the matter of railway construction in Shantung and the Hoangho Valley, and they had heard only the other day from Count von Billow that the recent Anglo-German Agreement did not and was never intended to apply to Manchuria—in fact, the Anglo-German Agreement had given to Russia and Germany, and to all other Powers, the right of giving their subjects the same rights with ourselves in the great Yangtze region, while it had confirmed for Russia north of the Great Wall, and for Germany in Shantung, the preferential rights which the previous agreements had conferred upon them. Therefore, as far as he could gather, the Anglo-German Agreement had gained for us nothing, but given equal rights to other Powers in the region that we for some time believed to be our own particular sphere of influence. With regard to the settlement now in progress, he quite agreed that it would be most unwise to pile up the number of our demands on the Chinese Government. It would cripple the extension and development of trade in China. It was much more to the interests of this great commercial Empire to seek reparation in increased facilities for trade. In connection with any settlement in China we should, for instance, try to get the inland navigation concession carried into practical effect. So far, it had remained a dead letter. But China must have an increased revenue, and if commercial treaties were rearranged and we could have the *lekin* abolished altogether we could well afford to grant a 10 per cent. ad valorem duty on all goods imported into China. But out of that increased revenue, there should come, in his opinion, a proper payment of Chinese officials, not only the payment into the provincial exchequer of China to replace the *lekin* revenue withdrawn from them, but also, he thought, a certain sum should be set apart to be expended for removing obstacles to navigation in inland waterways. That would undoubtedly open up great rivers like the Yangtze and the West River to trade as they had never been before. The situation in China as regarded a settlement seemed to be very gravely affected by the attitude of Russia. It was a grave circumstance that Russia appeared to be advocating behind the back of the Concert of the European Powers, to arrive at a separate agreement with China. They knew that Russia had seized the British railway at Tientsin, but a portion of it had already been handed over again, and he had every reason to believe that the Government were directing attention strenuously to this matter—and that it would be satisfactorily arranged. The incident at Tientsin was deplorable, but at the present moment, however, it was not a subject that could suitably be entered upon. They all hoped that it would be satisfactorily solved. But the question of the new agreement between Russia and the Chinese Government was a separate agreement apart from the other Powers needed the vigilance of the Foreign Office of this country in every possible way. The latest information he had was that Russia had abandoned the obnoxious clauses, but whatever we might have conceded north of the Great Wall of China, it was perfectly clear that those preferential rights ought not to exist south of the Great Wall, and that in connection with the proposed Russian Agreement we ought to seek the assistance and support of the other Powers who are equally interested with ourselves, notably the United States, Germany, and Japan. He did not believe in a policy of aggression. He thought there was room for the trade of all nations in the great Far Eastern Empire of China, and for a good, equitable, and reasonable understanding between the various Powers interested in the trade of that Empire, including Russia, on such lines that they could all have preserved to them in the future, as in the past, equal opportunities for trade there. There was one other point—the necessity for controlling the consular service in this country. (Hear, hear.) He thought that our Consuls in China were disposed to give the main part of their attention to diplomatic and judicial functions, and too small attention to pushing the trade interests of the British Empire. In conclusion, he thought they ought to press upon the British Government the great debt of gratitude we owed to the great Yangtze Viceroy, Lia Kung Yi and Chang Chih-tung. (Applause.)

Captain Percy Smith, who was in Peking during the siege, continued the discussion. Mr. Hemmiker Haxton, M.P., agreed the importance of assisting Sir Edward Sassoon, M.P., and those associated with him in cheapening communication with every part of the British Empire. Professor Douglas expressed







VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		Den
GLASGOW and LIVERPOOL.	"DARWIN"	On 2nd May.
GLASGOW and LIVERPOOL.	"MAGDALEN"	On 3rd May.
GLASGOW and LIVERPOOL.	"ACHILLES"	On 14th May.
GLASGOW and LIVERPOOL.	"PROMETHEUS"	On 23rd May.

HOMWARDS.		TO SAIL
LONDON	"AJAX"	On 30th April.
LONDON	"ANTENOR"	On 14th May.
LONDON	"CALCHAS"	On 23rd May.
LIVERPOOL	"PYRHEUS"	On 10th May.
LIVERPOOL	"ULYSSES"	On 24th May.

S.S. "CALCHAS" from GLASGOW and LIVERPOOL, has arrived, and sails for SHANGHAI and JAPAN to-day.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co. [16]

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

STEAMERS	TO SAIL
PORT DARWIN, THURSDAY 18- LAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TSINAN" On 23rd April.
MANILA	"TSINAN" On 23rd April.
ILOILO and CEBU	"SUNGKIANG" On 24th April.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

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AGENTS.

Hongkong, 16th April, 1901.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, ADEN, EGYPT, MEDITER-  
RANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BARATIA, CONTINENTAL AND  
AMERICAN PORTS.

THE Steamship

"SOBERAON,"

Captain L. M. Wilmer, R.N., carrying His  
Majesty's Mail, will be despatched from this  
for Marseilles and London on SATURDAY, the  
27th April, at Noon, taking passengers and  
cargo for the above ports.

All Cargo for Marseilles and London will be  
conveyed direct without transhipment.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The contents and  
value of all packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further particulars, apply to

H. A. RITCHIE,  
Superintendent.

Hongkong, 16th April, 1901.

CANADIAN PACIFIC RAILWAY  
COMPANY'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA  
JAPAN AND EUROPE VIA CANADA  
AND THE UNITED STATES.

THE Company's Steamship

"TARTAR,"

(4,425 Tons).

Captain G. D. BOWLES, R.N., will arrive  
Hongkong on or about WEDNESDAY, the  
1st May, 1901, taking Passengers and Cargo  
for VICTORIA and VANCOUVER, B.C.  
(via INLAND SEA, KOBÉ and YOKO-  
HAMA).

Making close connection at Vancouver with  
the Canadian Pacific Railway for all points in  
Eastern Canada, the United States and Europe.

For Freight or Passage, apply to

D. E. BROWN,  
General Agent, Hongkong

Hongkong, 5th April, 1901.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTES FRANÇAIS.

STEAM FOR SAIGON, BATAVIA,  
COLOMBO, PONDICHERY, MADRAS,  
CALCUTTA, DIBOUT, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND LIVERPOOL.

ON MONDAY, the 6th May, 1901, at  
1 P.M., the Company's Steamship  
"YARBA," Captain Negre, with Mail,  
Passengers, Specie and Cargo, will leave this  
port for MARSEILLES via Ports of Call,  
WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till Noon.  
Cargo will be received on board until 4 P.M.  
Specie and Parcels until 3 P.M. on the 6th  
May. (Parcels are not to be sent on board;  
they must be left at the Agency's Office.) Con-  
tents and Value of Packages are required.

For further particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 23rd April, 1901.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the  
OWNERS will be RESPONSIBLE for any  
DEBT contracted by the Officers or the Crews  
of the following Vessels during their stay in  
Hongkong Harbour:

ADOLPH OBERG, American ship, Amesbury—  
Standard Oil Co.

CLAYBURN, British str., J. Barker—Dodwell  
& Co., Ltd.

COMPANIA DE FILIPINA, Amr. str., D. Migue-  
Orta—Brandao & Co.

LOUIS J. KERRY, Amr. sch., A. H. Olsen—  
Master.

PRESIDENT, British bark, R. B. Munro—  
Chinese.

SEA WITCH, American ship, Howes—Master.

VESSELS ON THE BERTH  
U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via  
Shanghai, Kobe, Inland Sea, Yokohama,  
and Honolulu) WEDNESDAY, May 1, at DAYLIGHT.

CHINA (via Shanghai,  
Nagasaki, Kobe, Inland Sea, Yokohama,  
and Honolulu) SATURDAY, May 25, at NOON.

(via Shanghai, Naga-  
saki, Kobe, Inland Sea, Yokohama,  
and Honolulu) TUESDAY, June 18, at NOON.

THE Company's Steamship "CITY OF  
PEKING" will be despatched for SAN  
FRANCISCO, via SHANGHAI, NAGA-  
SAKI, KOBÉ, INLAND SEA, YOKO-  
HAMA and HONOLULU on THURSDAY,  
the 1st May, 1901, at Daylight.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of overland Rail  
routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
\$4 in addition to the regular tariff rate.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials and their families.

Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways, and from  
Chicago to destination the choice of direct lines  
or through routes.

Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be received at the office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 3rd April, 1901.

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, AND EUROPE, VIA THE  
OVERLAND RAILWAYS AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GAELIC (via Shanghai,  
Nagasaki, Kobe, Inland Sea, Yokohama,  
and Honolulu) TUESDAY, May 7, at NOON.

DORIC (via Shanghai,  
Nagasaki, Kobe, Inland Sea, Yokohama,  
and Honolulu) SATURDAY, June 1, at NOON.

COPTIC (via Shanghai,  
Nagasaki, Kobe, Inland Sea, Yokohama,  
and Honolulu) THURSDAY, June 27, at NOON.

THE Company's Steamship "GAELIC"  
will be despatched for SAN FRAN-  
CISCO via SHANGHAI, NAGASAKI,  
KOBÉ, INLAND SEA, YOKOHAMA, and  
HONOLULU on TUESDAY, the 7th  
May, 1901, at Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN and call at HONO-  
LULU, and passengers are allowed to break  
their journey at any point en route.

Through Passenger Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of Steamers and to the principal cities of  
the United States or Canada. Rates and par-  
ticulars of the various routes may be obtained  
upon application.

Special rates (first-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials and their families.

Passengers who have paid full fare, re-embarking  
at San Francisco for China or Japan (or  
vice-versa) within one year, will be allowed dis-  
count of 10 per cent. This allowance does not  
apply to fares from China and Japan to  
Europe.

All PARCEL PACKAGES should be marked to  
address in full; and same will be received at the  
Company's Office until FIVE P.M. the day pre-  
vious to sailing.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage apply to the Agency of the Company,  
Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 15th April, 1901.

## VESSELS ON THE BERTH

PORTLAND AND ASIATIC STEAM-  
SHIP COMPANY.

Agents for and in connection with  
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"INDRAVELLI," "INDRAPURA,"  
"KINGSTON," "COMPANION,"  
between HONGKONG and PORTLAND  
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MOJJI, KOBÉ and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION" will be  
despatched for Portland (Or.) about  
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Through Bills of Lading issued to Pacific  
Coast Ports and all Eastern, Canadian and  
United States Ports.

For through rates of Freight and further  
Information communicate with or apply to  
ALLAN CAMERON,  
General Agent,  
or to  
SHEWAN, TOMES & CO.,  
Hongkong, 17th April, 1901.

HONGKONG.

Amara, British str., 1,500, Matlock, April 19,  
Jardine, Matheson & Co.

America, Maru, Jap. str., 6,210, Going, April  
13, Toyo Kisen Kaisha

Anaigo, German str., 771, Aldrup, April 19,  
Jensen & Co.

Anaigo, German str., 5,441, Eilers, April 15,  
Sjogren & Co.

Anping Maru, Jap. str., 1,053, Asami, April 6,  
Mitsui Bussan Kaisha

Apernisi, German str., 611, Lorenzen, April 1,  
Chiocci

Ariake Maru, Jap. str., 2,193, Tanaka, April 15,  
M. B. Kaisha

Athenian, British str., 2,444, Mowatt, April 8,  
C. P. & Co.

Bonvorlich, British str., 2,105, Thomson, April  
22, Gibb, Livingstone & Co.

Buckingham, British str., 1,576, Cole, April 16,  
Dodwell & Co., Limited

Burnside, Amr. str., 1,400, Laffin, April 14,  
U.S. Government

Ceylon, British str., 2,537, Hayward, April 18,  
P. & O. S. N. Co.

Clara, German steamer, 675, Hansen, April 21,  
Jensen & Co.

Clavering, British str., 2,255, Barker, Mar. 30,  
Dodwell & Co., Limited

Compania de Filipina, Amr. str., 707, Orta,  
April 3, Brandao & Co.

East Asiatic Trading Co.  
Empire of India, British str., 3,903, Marshall,  
April 16, C. P. & Co.

Haiphong, British str., 783, Bathurst, April 14,  
Douglas, Lippin & Co.

Hanchow, British str., 999, Pearce, Mar. 21,  
Butterfield & Swire

Hanoi, French steamer, 768, Pannier, Mar. 20,  
A. R. Marty

Hansa, German str., 1,250, Ziegler, April 22,  
Chinese

Hiroshima Maru, Jap. str., 3,200, Yoshizawa,  
April 20, N. Y. Kaisha

Hongkong, French str., 862, Pannier, April 19,  
A. R. Marty

Idemitsu, British str., 4,593, Riley, April 14,  
Butterfield & Swire

Kaifong, British str., 1,024, Pennefather, Apr.  
16, Butterfield & Swire

Kwaiyang, Brit. str., 1,062, Outerbridge, April  
4, Butterfield & Swire

Kyoto Maru, Jap. str., 1,630, Sakurai, April 20,  
M. B. Kaisha

Lightning, British str., 2,122, Spence, April 19,  
David Sassoon, Sons & Co.

Madoff, British str., 1,892, Clegg, April 22,  
Dodwell & Co., Limited

Marie Jensen, Ger. str., 1,700, Hemmert, April  
19, Jensen & Co.

Nanyang, German str., 983, Lehmann, Jan. 23,  
East Asiatic Trading Co., Limited

Olympia, Brit. str., 1,780, Truebridge, April 16,  
Dodwell & Co., Limited

Pakeban, British str., 1,235, Jenkins, April 19,  
Bradley & Co.

Paojing, British str., 1,088, Miller, April 4,  
Butterfield & Swire

Petriana, British str., 900, Snape, Mar. 25,  
Arnhold, Karberg & Co.

Pingney, British str., 4,149, Pernell, April 7,  
Jardine, Matheson & Co.

Pronto, German str., 632, Grandt, April 14,  
Siemssen & Co.

Richmond Castle, British str., 2,298, Watson,  
April 22, Dodwell & Co., Limited

Imongam, Dutch str., 1,318, Sandman, April 18,  
Chinese

Skuld, Norwegian str., 913, Bercom, April 12,  
Chinese

Socotra, British str., 3,396, Hide, April 19,  
P. & O. S. N. Co.

Strathgyle, British str., 3,294, Gordon, April 5,  
Butterfield & Swire

Sullberg, German str., 782, Jensen, April 12,  
Siemssen & Co.

Taiyo Maru, Jap. str., 763, Kakimi, April 12,  
Order

Taito Maru, Jap. str., 2,009, Hirai, April 13,  
Mitsui Bussan Kaisha

Tartar, British steamer, 2,798, Bowles, April 1,  
C. P. & Co.

Telemachus, British str., 1,359, Primrose, April  
19, Butterfield & Swire

Tetartus, German str., 1,578, Deuler, April 22,  
Siemssen & Co.

Trieste, Austrian str., 3,023, Mitis, April 14,  
Sander, Wieler & Co.

Tsinau, British str., 1,400, Anderson, Apr. 16,  
Butterfield & Swire

Yudo Maru, Jap. str., 854, Hattari, April 20,  
M. B. Kaisha

Yuensung, British str., 1,128, Rolfe, April 21,  
Jardine, Matheson & Co.

Zweema, British str., 946, Ainsworth, April 15,  
Chinese

SAILING VESSELS.

Adolph Oberr, Amr. ship, 1,263, Amesbury,  
Dec. 19, Standard Oil Co.

Hattie C. Smith, Amr. schr., 45, Riley, Feb. 24,  
Master

Largo Bay, British ship, 1,178, Adams, April 7,  
Sander, Wieler & Co.

Louisa J. Kerry, Amr. schr., 155, Olsen, Mar.  
30, Master

Madagascar, British 4-m. bark, 1,907, Smith,  
Mar. 4, Standard Oil Co.

President, British bark, 766, Munro, April 3,  
Chinese

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21,  
Master

FOR EUROPE AND AMERICA,  
INDIA, AUSTRALIA, &c.,  
and for  
PRIVATE RESIDENTS AND THE OUTPOSTS.  
A COMPREHENSIVE AND COMPLETE RECORD  
OF THE  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY PRESS,  
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Subscription, if paid in advance, \$12 per annum.  
Postage to any part of the World \$2.

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THE

## CHRONICLE AND DIRECTORY

FOR

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS

SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,

PHILIPPINES, BORNEO, &c.,

FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Nether-  
lands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony  
Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which  
will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with  
the place, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles packed  
with facts, is carefully set out, and containing statistics of the TRADE of each Country and  
Port, would alone suffice to fill a large volume.

The Directories and Descriptions are of

CHINA

Peking, Nanking, Swatow

Tientsin, Wuhu, Canton

Fooshan, Kowloon, Whampoa

Taku, Hankow, Lappa

Shanghai, Ichang, Samshui

Yichang, Chungking, Kweichow

Wuchang, Hangchow, Hekoh

Waihaiwei, Ningpo, Hekoh

Likunghau, Kweichow, Lungchow

Shanghai, Santa, Mengtze

Fooshan, Fookchow, Hekoh



